





## Intimations.

## VICTORIA DISPENSARY.

## AERATED WATERS.

**WATER.**—The Water used is absolutely pure.

**STEAM PLANT.**—Of the latest and most powerful type.

**SUPERVISION.**—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The **PRODUCT.**—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & CO., LD.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

**OUR NEW FACTORY** has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

## "BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

**COAST PORT ORDERS,** whenever practicable, are despatched by first steamer leaving after receipt of order. For **COAST PORTS**, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition. Counterfeit Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER  
SODA WATER  
LEMONADE  
POTASH WATER  
SELTZER WATER  
LITHIA WATER  
SARSAPARILLA WATER  
Tonic Water  
Lemon Squash  
Ginger Ale  
RASPBERRYADE  
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,

o) The Hongkong Dispensary, Hongkong.

## DEATH.

At Marseilles on the 1st instant, AGNES, the beloved wife of John Ford.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, JULY 7, 1893.

## TELEGRAMS.

## RIOTS IN PARIS.

LONDON, July 6th 1893.

Continuous rioting rages in Paris and the excitement is intense. The Socialists have been the miscreants of the disorders and it is mostly in their ranks that the fighting took place. Many of them were shot down by the military forces called out by the authorities.

## THE GERMAN ARMY BILL.

PARIS, June 29th.

There is a majority of only twelve in favour of the Government Army Bill in the newly-elected German Reichstag.

## RUSSIA AND GERMANY.

There are rumours of an impending rupture in the commercial relations between Russia and Germany.

## TROUBLE IN BRITISH BURMAH.

Serious troubles have arisen in Rangoon on account of disputes between Hindus and Mahomedans.

## LOCAL AND GENERAL.

GARTERS are miltrious on the road to slumber.

The P. M. S. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 3rd inst.

INDICATIVE of the state of affairs now existing in Bangkok is the fact that the Chinese traders of that port have telegraphed to the merchants of Singapore not to ship any *laid goods*.

It is reported that the Straits Trading Company, of Penang, has declared a dividend of 35 per cent. for the year ended March last.

The Agents (Messrs. Gibb, Livingston & Co.) inform us that the steamer *Mandarin*, from New York, left Singapore yesterday for this port.

The Canadian Pacific Railway Co.'s royal mail steamer *Empress of China*, from Hongkong, arrived at Vancouver at 6 p.m. on Monday last.

The Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Lightning*, from Calcutta, left Singapore for Hongkong this afternoon.

Mr. BIRBY's latest report upon the working and general conditions of Rangoon is a most favourable one. It is confidently anticipated that the gold yield will shortly be materially increased.

TEMPORARY provision—"So you have named the baby Obadiah T. What does the T. stand for?" "Oh, that means Temporarily—until he gets his Uncle Obadiah's money, you know."

The Agents (Messrs. Dodwell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Mogul* left Victoria, B.C., for Yokohama on Monday morning, the 3rd inst., also that the silk *ex Mogul* was delivered in New York on the 1st inst.

No less than three correspondents have already addressed us with reference to Wednesday's speyehing in the Legislative Council. The matter did not escape the eagle eye of the Office Goat, and he will have something to say of the subject to-morrow.

In the course of Wednesday's thunderstorm, the lightning struck the top of Mount Kellett—fortunately not near any "delightful summer residence"—and made a series of ugly-looking trenches in the ground, about a foot deep and in one case over fifty feet long.

At the Magistracy this afternoon, before Mr. Woodhouse, the inquiry into the recent fire in 191, Hollywood Road was continued. The question raised by Mr. Gedge, as to the right of cross-examination was given in his favour. The inquiry was not concluded to-day.

The numerous friends of Mr. Frank A. Morgan, of the I. M. C. S., will regret to learn that his health has been so shattered as to necessitate an immediate holiday. Mr. Morgan goes home on leave from Korea but it is not stated whether he crosses the Pacific direct or goes *via* Suez.

The new steamer *Hanol* on her last (and first) voyage from Hongkong to Haiphong encountered very heavy weather, in which a number of native craft came to grief off the Hainan coast. She picked up fourteen shipwrecked fishermen and took them into Haiphong. The storm is described as being of typhoon force.

EXPRESSSES were circulated to-day notifying that a cheap excursion was being organized for Sunday and that the return fare from Hongkong to Macao would be one Mexican only. The steam-launch *Tai Lee* has been engaged and the promoter anticipates liberal support, which, should the weather be favourable, will doubtless be accorded him.

MR. A. O'D. GOURDIN, Secretary of the Puntong Mining Co., informs us of the receipt of a telegram from the Manager of the mine, stating that the mill ran for 24 days during last month and that the crushing of 400 tons of quartz yielded some 300 ounces of gold. This result, although not brilliant, should not be looked upon as disappointing.

An exchange states that Colonel Worthington and Captain Close, of the Royal Engineers, have returned to Hongkong after having surveyed the whole country bordering the Shan States and Siam. The country has been mapped as far as the Red River on the Tonquin borders and a deal of information has been obtained regarding the geological and topographical features of the country.

The *Hongkong Telegraph* has not yet degenerated to the *China Smail's* standard of journalism, and anything savouring in the least of spuriousness is religiously tabooed. Consequently, the person who to-day forwarded a photograph to this office, coupling with the name of the person that of a member of the Legislative Council, is requested to call personally—to receive adequate attention.

A WELL known London celebrity, Mr. George Washington Moore, of the Moore and Burgess Minstrels, familiarly known as "Pony," has a long and varied career. His father was a drummer in the American army. The young man is 21 in the family, and G. W. was the youngest of the lot. He began to earn his living as a circus performer, his work being to drive 40 ponies. It was through this that he earned the sobriquet which has stuck to him since he was 12 years of age. "Pony" did not take to nigger minstrelsy till the year 1846 and then he used to go about *solo* and tune up his banjo on steam and ferry boats. He went to England in 1859, starting with quite a small troupe, and has performed there ever since. "Pony" is father-in-law to Charley Mitchell, the champion pugilist.

PRIMATE SAUMAREZ SMITH, says the *Sydney Bulletin*, has issued a prayer for the use of churches, in which petition Protestants are requested to deliver the people of New South Wales from the inordinate love of sticks and all that binds the spread of equity and concord. If Bishop Smith were a true believer in the book on which his faith is founded, he would also have given a series of sermons directed straight against that inordinate love of gain, as exemplified in 25 per cent. banking dividends, which has worked the national ruin. How would this text from Deuteronomy suit him?

Thou shalt not lend money upon usury to thy brother; usury of money, usury of victuals, usury of anything that is lent upon.

Or this, from Ezekiel:

Thou hast taken usury and increase and thou hast greedily gained of thy neighbour by extortion, behold, therefore, I have smitten my hand at the dishonest gain which thou hast made, saith the Lord God.

PROOF that the Chinese woman is not a laborious slave is found in the custom of foot-binding. This heathenish attempt to improve on God's best work of creation is said by one tradition to have begun with Pian Pei, a concubine of the Ch'ü dynasty, 301 A. D., and by another to have begun with Yu N'ang, a beautiful concubine of the last Emperor of the Southern Yang dynasty, 975 A. D., whose feet were cramped in the scabbles of a new moon. Another tradition says that it originated with a beautiful princess who had club feet, and by resorting to this method completely concealed her deformity. Still another tradition says it was resorted to by a crusty husband to keep his wife from "going-a-gadding," and as it worked so well it was resorted to by others until, becoming a fashion, it was adopted by all. Wherever the custom may have originated, *Harper's Bazar* regards it as but very little worse than the custom of ladies lacing in civilised countries, and adds as little in beauty to the person on whom it is practiced. The best evidence is that it is to Yai N'ang.

We are informed by the Agents of the Austrian Lloyd's S. N. Co. that the Company's steamer *Giulia*, from Bombay, left Singapore yesterday afternoon, for this port.

She—I will never marry a man whose fortune has not at least five ciphers to it. He (trump anty)—Oh, darling, mine are all ciphers.

THE O. & S. S. Co.'s steamer *Belge*, which sailed before for San Francisco on June 28th, *via* Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 5th inst.

CHINESE papers report the rumour that his Excellency Kung Chao-yuen, former Taoist of Shanghai, has been appointed Minister to London. The general impression, however, is in official circles that his present post, the Provincial Treasury of Szechuan, one of the most lucrative offices in the Empire, is so good, that H.E. Kung will move heaven and earth to retain it; and that the man actually appointed will be H.E. Hu Yü-fen, Provincial Judge of Kiangsi, whose present post is a very poor one.

THIS morning the new screw steamer *El Capitán*, Capt. E. H. Lawrence, sailed hence for Manila, there to be handed over to Spanish owners who intend her (and several other steamers now building in Hongkong) for the Lagoon trade, recently opened up. The *Capitán* was built and engined here to the order of Messrs. A. C. Gordon & Co. She is 30 feet long, 7 feet beam and has a depth of hold of 7 feet. She is propelled by surface condensing engines, of 30 h.p., which propel her at the rate of 11 knots per hour, and on her trial yesterday she went over the measured mile at a trifle under 12 knots; and at that speed she should, given fair favour by weather, fetch up at her destination next Tuesday.

## A HUNDRED YEARS HENCE.

WILLIAM ALLAN, the talented Labour member of Parliament for Gateshead and one of Britain's greatest living worthies, writes as follows:—

A hundred years hence I and Democracy then Triumphant shall be!

A hundred years hence I and the blindest of men

Its blessings shall see.

The barriers to progress are slowly cast down

When people are bound, in the bonds of a crown,

But from their enthrallment and hatred intense

They all will be free in a hundred years hence,

A hundred years hence I then our Lords shall not mar

The national good;

Bereft of a power, they shall stand on a par

With all flesh and blood.

No more shall they dwell as a ban on the land,

No more shall they manacle industry's hand.

No more shall they live at the toiler's expense.

For Labor shall lord it a hundred years hence.

A hundred years hence I and the gauge of the

Shall not be by birth,

But truth and untruthfulness shall be the test

Of wisdom and worth.

No plutocrat fiction by cunning shall thwart

The voice of the people or hopes of their heart;

One Parliament only of honour and sense

Shall speak for the nation a hundred years hence.

A hundred years hence! Oh, the time seems so long

Ere caste be o'erthrown,

But also is the victory ever o'er wrong,

Of centuries grown;

Yet out from the barriers and bondage of

Whom ever has been to the people as foes,

Democracy shall, like a conquering prince,

Be hailed as the victor—a hundred years hence.

## SUPREME COURT.

## IN SUMMARY JURISDICTION.

(Before Mr. E. F. Achroyd, Puisne Judge.)

July 7th.

## SCHEDULE V. MARINEBURK—LAW COSTS.

His lordship delivered judgment in the matter of costs, which he had reserved when he decided the case of *Schedule & Co.* against the *Marineburg Furniture Co.* on Tuesday last (3rd inst.) Mr. G. J. Philippo, barrister-at-law, was for the plaintiffs, and Mr. E. C. Ellis (Mr. V. Descon's office) was for the defendants.

Mr. Philippo wished to quote a few authorities before his lordship decided the question. After a little discussion, his lordship said that as the plaintiffs had only made good one claim out of eight or ten, and had only got judgment for \$47 out of \$925, the amount in issue, he had concluded with the taxing-master, and was of opinion that \$500 costs would be enough to allow the plaintiffs. The judgment therefore was for \$47 on the claim and \$500 costs, in favour of plaintiffs.

## DISHONOURED CHITS.

In the suit of the Shamone Hotel Company, Limited, against *Perrin & Son*, the amount of chits for drinks supplied, his lordship further adjourned the hearing a week in order to enable the defendant to thoroughly prepare his case.

## IN BANKRUPTCY.

F. A. C. HAHN.

In the matter of F. A. C. Hahn, whose case has been before the Bankruptcy Court for several days, the liquidation was now made by the Official Receiver that the debtor be adjudicated bankrupt.

Mr. Denny appeared for the debtor, and put in an affidavit showing that the first meeting of creditors had been held, and that it was therein resolved that the debtor should be adjudicated bankrupt. He therefore asked for an order under sect. 39 of the Bankruptcy Ordinance. The application was made in the name of the Official Receiver, in accordance with the resolution of the creditors, who had also nominated the Official Receiver trustee.

Mr. Bruce Shepherd (Official Receiver) said that was the usual procedure. His lordship accordingly made an order "that the debtor be adjudicated bankrupt, and that the Official Receiver be appointed trustee, in accordance with the resolution of the creditors."

R. LANG.

Mr. Stevens, solicitor, on behalf of Robert Lang, applied for a receiving order in the estate of R. Lang & Co., tailors, Queen's Road, Hongkong.

His lordship thought the usual course might be followed—that an interim receiving order be made, the Official Receiver appointed interim receiver, and the matter adjourned a fortnight in order to enable the Official Receiver to ascertain what assets the estate showed. In the meantime the Official Receiver could apply for the services of a special receiver or manager to carry on the business, or could take such steps as seemed to him to be necessary.

The order was issued accordingly and the case was adjourned until Thursday, July 20th.

## W. WATERS.

William Waters, proprietor of the Stag Hotel, appeared in person to apply for a receiving order.

His lordship—I will make the same order as in the last case, that of Mr. Lang—an interim receiving order will issue, and the Official Receiver will be appointed interim receiver in order to ascertain if there are any substantial assets. Because if there are not, it is useless to take proceedings in bankruptcy. The Bankruptcy Court is for the protection of creditors and for the proper administration of assets; if there are no assets I do not very well see the necessity of carrying on bankruptcy proceedings at all. I will make an interim receiving order, and appoint Mr. Bruce Shepherd interim receiver, and the case will be adjourned until the 20th July.

## THE CHARGES AGAINST MR. F. A. C. HAHN.

At the Magistracy to-day, before Mr. H. E. Woodhouse, F. A. C. Hahn again appeared on remand in answer to two charges of perjury in connection with his public examination in law before the Acting Chief Justice in the Supreme Court last month. Mr. E. C. Ellis prosecuted and Mr. H. L. Denny defended.

Mr. A. C. Wise, Registrar of the Supreme Court, gave evidence as to the "fact in bankruptcy," being his own notes of the debtor's statements while under public examination, taken down for use by the Judge in considering the application for discharge, whenever that should come up, which in this case had not happened yet. If the bankrupt had sworn to the truth of his statements, he would have had a bill of sale, and had no authority or permission to do so, it might affect the question of his discharge; so that the statements referred to in this charge of perjury were really material. The declaration of the Court—that the examination was closed might be construed as an expression of opinion that there was nothing unsatisfactory. There was a sort of *obiter dictum* which fell from the Judge, to the effect that so far everything was satisfactory.

The evidence being concluded, Mr. Ellis addressed the Court, arguing that though the rule for perjury cases was that two oaths were necessary to disprove one, yet in this case, where the contention was negative—that Capt. Wright did not authorize Hahn to sell any of the piano—the word of Capt. Wright, supported by the prohibition in the bill of sale, was sufficient evidence.

Mr. Denny submitted that the evidence was ridiculous and insufficient. "The evidence," he stated, "that Hahn should not 'remove the piano from the place where they now are, without written permission from Captain Wright'—There was not a word about selling, only removing; and there was nothing to show where the piano were, or whether they had been moved. As a matter of fact, the whole shop had been moved half a dozen times with Capt. Wright's full approval."

His Worship:—I am of opinion that there is not sufficient *prima facie* evidence on which to establish a case of perjury. The case is therefore dismissed. That applies to both the charges of perjury.

Mr. Hahn therefore stands for trial only on the charge of selling pianos contrary to the stipulations of the bill of sale.

## THE BURNING OF THE "DON JUAN."

Messrs. Brandão & Co., Hongkong agents of the Spanish steamer *Don Juan*, which was burnt at sea, as previously reported, yesterday received a telegram from Roxas & Co., Manila (owners of the steamer) as follows:—

"*Don Juan* destroyed by fire and abandoned near Darigayon." Messrs. Brandão explain that this probably means Punta Darigayon, to the north of Bolineas.

A later telegram received through the same channel gives the loss of life at 226, out of a total of 269 persons on board, only 43 being saved.

Messrs. Shaw & Co., agents for the Yangtze Insurance Association, with whom the steamer was insured, received a telegram to-day from Manila as follows:—

"*Don Juan* has been picked up and brought into this port; none of the cargo will be saved; the ship is completely gutted."

No particulars as to the survivors are yet to hand. It is to be hoped that Capt. Beltrán, an exceedingly popular and able skipper, is safe.

## DEPARTURE OF DR. FALES.

Dr. W. E. S. Fales, vice-consul of the United States at Amoy, left Hongkong yesterday for the Pacific Mail Company's steamer *City of Rio de Janeiro*, having been granted short leave prior to the expiration of his term of office. His chief, Dr. E. Bedloe, left a week or two previously, so that the Far East has now lost both members of the brightest, greatest, and best dumprate of head and heart ever known in this lonely land of exile.

Dr. Fales came out to the East some four years ago, shortly after Dr. Bedloe, who, however, was mainly instrumental in assisting to bring before the world the brilliant literary talents which he had recognized in his junior, and the event so fully justified his judgment that it is now by no means easy to say that either member of the partnership is the more valuable acquisition to the world of letters, or to the brotherhood of good fellows; while both alike have attained distinction in the medical profession and in the diplomatic service of their country. However, it is by their writings that they are best known, their studies in Chinese art, sociology, folklore, industries, history, manners and customs, have become famous all over the earth as affording to students and connoisseurs new and wonderfully rich mines of deeply interesting research, displayed by these two men of genius with a beauty of style that is eloquent of truth.

On Wednesday evening a small informal dinner-party was held at the house of Mr. R. Fraser-Smith, where a few chosen friends gathered to see the last (for the present, at any rate) of Dr. Fales, and also to say "Au revoir" to the host of the evening, whose indifferent health has compelled him to go away for a brief holiday in Japan.

After the table had been cleared and glasses filled, Mr. Fraser-Smith, rising, said he wished to propose a sentiment which he was sure would be most cordially accepted—the health of the departing guest, Dr. Fales. The worthy doctor was one of those men who stood before the world as the best proof that there was really something in friendship—it was almost impossible to adequately express how much it meant to any man who had the honour and pleasure of the doctor's friendship. Men of his stamp formed a noble contrast, standing out in strong relief, to the unprincipled and to all that was disheartening or depressing in the life of man. Dr. Fales had a warm heart for all; he had been to that admirable school of good-fellowship, the Cloister Club of Philadelphia, and he had practically demonstrated his principles in every place where he had been. In addition, he was possessed of an intellect such as had rarely, if ever, been known in China, and such as

placed him in the front rank of writers and thinkers in the Nineteenth Century. All who were so fortunate as to know him—and their name was legion, for even those who had never met him had made his acquaintance through his pen—were well aware that few men of his age were his equal in ability or attainments; but nevertheless, through that incomprehensible, pernicious practice of the United States democracy of putting party politics before merit and before everything else that was of worth—the *fiat* had gone forth and a successor had been appointed to replace him in Amoy. It seemed impossible to understand how an intelligent people like the Americans could perpetrate such a logical system as to displace every four years, as had just happened in connection with the Amoy consulate, the best servants they could ever hope to get, simply because their politics were different from those of the ruling majority, though politics had absolutely nothing to do with consular duties in a remote place like Amoy; there was no question whatever as to the ability of the men who were being displaced, and there was no possibility of pretending that better men could be secured, least of all by such a method as this; yet the change was made, and it reflected the reverse of creditably on the otherwise glorious Republic of the West. (Cheers.) Perhaps, however, it was for the best after all; China would lose a good man—two good men, in fact, for Dr. Bedloe as well as Dr. Fales must seek fresh fields and pastures green—but in all probability they would both meet with more adequate recognition in their new spheres; they fully deserved it, and it was the most earnest wish of the speaker, as he felt sure it was also the desire of his hearers and all absent friends, that both Dr. Bedloe and Dr. Fales, whether they ever returned to their friends in the East or not—in which case there need be no question of the welcome they would receive—would continue to enjoy health and strength, and to flourish more and more as years passed. (Loud applause.) As for the new consul and vice-consul of the United States in Amoy, it was too much to expect them to be equal to their predecessors, but if they were even a respectful distance off, it would be as much as one could hope for; and if only the departing guest, Dr. Fales, and his able chief, Dr. Bedloe, were as successful as his friends (among whom the speaker was proud to count himself) all wished, they would indeed be happy.

The toast was then honoured with enthusiasm, and Dr. Fales rose to respond. He said he had first heard of Mr. Fraser-Smith in Colombia, when coming out *via* the Suez Canal to his post at Amoy. In the Grand Oriental Hotel of Colombo there were two gentlemen conversing; the first was saying "Fraser-Smith is an institution of real value to Hongkong, a man of the sort required to speak out boldly when occasion arose, no matter what might be the consequences to himself or anyone else, if only the cause was just." The other man replied "Well, but he ought not to deal publicly with private affairs, even if they have anything to do with the public." That was the substance of a conversation which he (Dr. Fales) overheard before ever he knew who Fraser-Smith was; and it gave him the idea that this outspoken man who was being discussed by the two strangers must be worth knowing, and worth supporting if need be. On arriving in Hongkong, however, Dr. Fales did not meet him, but made his acquaintance some time later. On one occasion, when trouble arose, an opportunity was afforded of helping and supporting this plucky champion of independence, as he had wished; and for several weeks he (the speaker) did his best in the office of the *Hongkong Telegraph* to help on the good cause. A man like Fraser-Smith should have the willing aid and strongest backing of all right-thinking men through thick and thin.

Yesterday morning a large party went on board the steamer to see Dr. Fales away; the American flag flew from the mast, the band played, and many a steamer's masthead, while the gaudy decorations of the vessels in harbour and the booming of royal salutes from forts and warships in honour of the Duke of York's wedding served also with appropriateness to announce the departure of one of the very best specimens of American manhood and scholarship that the East has yet known.

## THE DEATH OF CAPTAIN SAMUEL ASHTON.

During the night watches of Wednesday last, the 5th instant, the soul of the most able, indefatigable and deservedly popular mariner that ever strode the deck of a British merchant vessel passed into the "Great Beyond." In the death of Captain Samuel Ashton, Hongkong loses one of its most prominent and useful residents, one who, many a glance cast to duty, sought the favour of none, on the contrary, succeeded in winning for himself the admiration of his distinguished employers and all who knew him by the faithful carrying out of the immortal Nelson's orders to British seamen—the command to "do their duty." Whatever this veteran of the Merchant Service considered his duty he did with a determination that no persuasion, no crafty arguments of pessimists, no forebodings of disasters, results either to himself or any else, could affect one hair. Given an order dictated either by his superior or by his conscience (and he was essentially a man who had a conscience) he was ever known to carry it out to the best of his ability, of times at loss to himself socially and personally.

Coming out here in the early fifties, as third officer of one of the then well known American schooner engaged in the trade between India and China, his plain and generous character brought him to the notice of Captain Roper, his chief, and by him he was soon promoted to the rank of Chief Officer. It was while serving with Captain Roper that the pluck of "Little Sammy," as he was then called by his associates, showed itself when in an armed conflict he led an attack in the Macao Roads, against a large piratical junk; boarded her, carried death and destruction in all directions, and won up by sending her to the bottom of the deep blue sea. Later on, while at anchor in Hongkong harbour, Chief Officer Ashton received orders from Captain Roper (who was a man given to violent outbursts of passion), when that well known "skipper" was out of sorts, to colour the ship from truck to keelson with coal tar. At once the busy Chief set to work carrying out the orders given him. "All hands" were soon on deck, tar-pots and brushes served out, and ere Captain Roper got on board, the ship was as black as the *Black Prince*, yards, houses, poop and deck were made as black as coal. Stepping on to the sticky deck from his shapely gig the gallant skipper followed forth the order—"Send Mr. Ashton to me!" And along came "Sammy" who, when questioned as to why he had so disfigured the ship, replied that he had merely executed his master's orders. "To your room, sir!" cried the infuriated commander, "and remain there till further orders!" So off went the gallant chief to his cabin. But he didn't remain there long, for the whole crew at once got up a petition to the Captain praying for the release of their gallant chief officer—a request that Captain Roper appears to have been as ready to accede to as were his petitioners rejoiced at the result.

From the opinion expressed Captain Ashton was soon transferred to one of Messrs. Deut



ing the lightning, when at 9.7 he called out that Mount Kellet was struck, and the stones and turf flung up as in a blasting. In the evening the children went to the summit and reported that they had found the place where the flash had struck. This morning we ascended the peak with Messrs. Cole and Gibbs, and the appearance presented was sufficiently striking to merit attention.

The flash struck the extreme summit and mapped out its track like a diagram. The point of impact has been ploughed out for a space about seven feet square, the turf and soil turned up to a depth of about four inches, and stones and clods flung in every direction. The flash then seemed to have "started," one branch running East about 15 yards with North and South branches about 5 yards long. The main branch passed downwards about 50 yards to the West, and then curved to the South, forming a fairly sharp right angle, and so passed onwards another 50 yards to the iron tank just above Edderton. It struck the East side of the tank and went to earth.

The track looks as if it had rooted about, but the sides of the track are thrown up as by a plough. The grass is not burnt, but is as though by blunt scissars. The main branch starts about three feet wide, gradually diminishing to a foot at the tank, which is covered with grass flung up by the flash. The course is sinuous, with here and there short lateral shoots like twigs, and in one place it has split into a loop round a stone. The whole appearance is very remarkable.

At Dr. Cavill's hospital the telephone rang out like a pistol shot, and there and in Des Voeux Villas it was thought the houses were struck.

The tank acted as a lightning conductor and undoubtedly saved Edderton from the catastrophe that befell the Mission House in the spring of this year.

It is very seldom one has a chance of seeing a flash of lightning thus mapped out, and as the rains will soon run over the traces, it is well worth while to visit the place at once.

SYDNEY B. J. SKERTCHLY.  
Hongkong, June 6th, 1893.

## FRANCE AND SIAM.

The special correspondent of the *Strait Times* writing from Bangkok under date 19th June says:—

The situation still remains unchanged. Negotiations are still busily occupying the attention of the Foreign Minister (Prince Devanagong) and M. Pavie, and the most conflicting rumours float about to-day that everything is settled amicably, the next that is imminent. Meanwhile both sides are busy preparing for the worst. The arrival of 250 marines at Saigon from Tonkin has stimulated the Siamese naval and military departments to increased exertion, and drilling goes on around the Palace from dawn till dark. But half-dozen Danish officers cannot organize an army in a few days, try how they will. There are some 9,000 troops now mobilized, about half of them being either at the Mekong or on their way thither. They are fairly well-equipped, having Mauser rifles, Whitworth field-pieces, signalling apparatus, and so on—altogether a very different lot, as the French may possibly discover, from the Black Flags and Dahomeys. But it is not on these that the Siamese rely to success on the river, if they may be called. Arms of all descriptions from Brown Besses to Sniders, are being bought up everywhere in the Far East and distributed broadcast among the peasantry all over the country, with a view to enabling them to maintain a harassing guerrilla warfare with the enemy. As some 50,000 will be available for this service very shortly—men who, if not born warriors, are still accustomed to the jungle and to hunting—great hopes are entertained of their prowess.

Large stores of explosives are being laid in by the Naval Department, and the river has been mined all round the entrance, whilst a number of lorries are anchored down there, ready for sinking across the channel at short notice. Orders have been given at home by the Danish agent, of whom I spoke in my last letter, for the immediate construction of a large battle cruiser and two gunboats carrying four heavy guns each. The people here have very heavy bets laid on the actual state of affairs. Many of them think that the French gunboat, the *Lutin*, which has for three months been lying off the French Legation, has been forbidden by the King to leave and is virtually a captive. Even his Majesty scarcely seems to realise the extent of the French power. Some time ago, while the river was still clear, he refused to allow the entrance of a second gunboat, having on board the commander of the French force in Cochinchina (M. Courty), unless the latter had first secured an armistice at Paknam, just inside the bar, as is provided in the Franco-Siamian treaties. Had she ignored this condition, fire was to be opened on her from the forts there, though whether it would have been effective or not is questionable.

Trade is almost at a standstill. The Chinese are exporting a little rice again, but the credit of the mercantile community has been severely shaken, and shipments to the foreign markets are off tremendously. One firm alone has lost very considerable sum already, and all are the poorer for the war-scare. Several ships, on heavy demurrage, are lying in the river vainly waiting for cargoes.

The Mekong frontier is not the only question requiring settlement. No one knows exactly what other side wants; each claims that the other will not definitely state its claims; but M. Pavie told me a day or two ago that there are a good many points of difference. Some are comparatively trivial, but the French are pressing them just as uncompromisingly as the British Government backed up the claims of the Bombay Burma Co. against King Theebaw. For instance, in 1891, a French garrison obtained a concession for a liquor distillery, on terms which, owing to the protests made by the Spirit Farmer, were subsequently modified considerably. The French Consul (Comte de Pontégar) gave a tremendous scene about it in the Foreign Office, the time, smashing a chair and declaring in pretty violent terms that he would not leave until the compensation demanded (some \$30,000) was paid down in cash at once. The Foreign Minister (who is an amiable little Prince) simply vacated the apartment, and the Comte went home in disgust, shortly afterwards leaving for Saigon. From that time the present claim now practically dates. The cost of the concession was set up as a claim to \$100,000, which is being strongly backed up by his Government. There are other matters of even less importance which M. Pavie is pressing, the alleged seizure of some land in Bangkok belonging to a Chinaman who had obtained French protection being among them.

The French version of the beginning of the row on the Mekong has just arrived from Saigon. It alleges that a Siamese force had occupied Moumpong, two days' journey through Annamite territory, from the famous "left bank" which forms the frontier. The Siamese account of the affair is not yet published, the only official statements made as yet having been a disavowal of the apologetic explanation made by their Minister at Paris, to the effect that all the fighting at Kheue was done by Laotians. The

Siamese admit that their men took part in it, and accept all responsibility. There is therefore little prospect as yet of the matter ending peacefully.

A private wire has just been received from Paris as to dispatch this, stating that considerable excitement prevails in France owing to the receipt of a telegram from Saigon, stating that a body of Annamites were massacred between Kemonun and the Mekong, on the 7th inst. by Siamese. The report states that a French force compelled some Siamese soldiers to evacuate a post near Kemonun, and as the Siamese commander, a nobleman named Phra Yot, was very unpopular with the *pasants*, a French sergeant with twenty Annamite soldiers were told off to escort him to the river, several days distant. On the way, the sergeant fell ill and had to lay up at Annamite village near Siamese settlement. Whilst there, Phra Yot despatched a messenger to Ukano, a strong Siamese post there, and asked that 200 men should be at once sent to his rescue. The men were sent, as desired, and on the 7th inst. attacked the Annamite village and massacred the inhabitants, together with the escort. Phra Yot himself killing the French sergeant treacherously. That is the French version of the affair, but there are a good few improbabilities and more than impossibilities. The Siamese account will not be known for some time as they cannot obtain any report from the locality before the end of the month.

## CHINESE GOLD MINES IN THE AMUR REGIONS.

The latest report of the little known—European—Muho gold mines in the Chinese portion of the Amur regions has recently been issued by the manager, Mr. Yuan Tsu-hua, an official despatched for the purpose by the Tsingtau Viceroy. This report is the third that has been issued since the formation of the company, under the auspices of Li Hong-chang, to work the mines in question, about six years ago. From the report it would seem that the mines are both alluvial and "rock" gold from the last named being obtained by means of machinery procured from the United States, transported at infinite cost and difficulty overland by way of Shingling. The total output for the year under review, 1891, was 20,595, odd, tael weight of gold; but owing to the gold obtained from the "Chien" mine being of a poorer quality and colour, only the sum of Tls. 281,660, odd, was realised at the sales. Added to this amount is the sum of Tls. 61,160, odd, realised from the sale of subsidiary ore and other minerals, and we have a total net receipt of Tls. 342,820, odd for 1891. After deducting sixty per cent. of the gold sales, contract pay to the miners, and dividends on shares, as well as the expenses of the military force at the mines, there is still a balance of Tls. 80,130 to the good. Aged deducting 30,000 for payment of insurance fees—used in transporting the gold from the mines to place of sale—there remained the round sum of Tls. 50,000 which was disbursed as follows: Tls. 15,000, the military contribution to the disciplined troops in the Heilungkiang or Amur region; Tls. 10,000, bonus to the staff at the mines; and Tls. 25,000 bonus to shareholders—messing thereby principally the Viceroy Li and his friends. All this looks very prosperous and lavishing in world-be purchasers of gold shares; but according to the report, the company at the outset of the enterprise, got into debt, preferring to borrow from the government instead of making further calls on the shareholders who still owed about Tls. 30 out of the Tls. 50 per share they subscribed for. The remarkable progress of the mines has now entirely obliterated the paying up of the balance on each share, as the manager, after paying back the creditors, has credited the excess against the remaining calls on the shares instead of paying it as dividends to the shareholders, who, by the way, have so far seen no return on their money invested in the concern, but who have the satisfaction of knowing that the shares they hold they have only paid a first call of Tls. 20 are now worth Tls. 50 each, fully paid-up. The manager promises in the future to pay the shareholders the dividends they shall be entitled to, as the company does not now owe any debts, although, if our money falls so low, we cannot but think that these were exactly the same promises that were made in 1890 in a similar report for that year.

Reports made by independent observers who visited these mines three years ago, indicate that they are the richest mines that China, so far, is known to possess. Our readers may perhaps remember reading some account of these regions, how they were peopled and colonized by a band of escaped Russian convicts and desperate characters who under laws of their own floundered well and took out of the country immense quantities of gold, and how eventually they were driven out by Chinese troops sent for the purpose. The mines are seemingly inexhaustible, notwithstanding the "first picks" made by the Russians, no less than over a quarter of a million tael weight of gold having been extracted within the last four years, and still there are rich places not yet explored, which the report under review states are expected to be even richer than those that have been exploited during the past six years.—*M. C. Daily News*.

## SIAM NOTES.

Bangkok, June 28th, 1893.  
Preparations are going forward here and at Bangkok for the reception of H.R.H. the Archduke of Austria, expected in the *Kaiserin Elisabeth* on the 6th prox.  
The *Matin* betrays both a sad ignorance of geography and a regard for truth in stating that the Siamese have ever sought to "cross the mountain ranges" into Annam. It says:—"No protection over the French Annamite territory is necessary, the mountain ranges being a strong and nearly impenetrable natural frontier." In reply whereof, an English paper not unreasonably observes that, "the writer in the *Matin* would have done good service by explaining why French officers (the Siamese force being killed) thought fit to cross these strong natural frontiers to make a raid which ended so disastrously."

According to the first official report of the fighting at Keng Chek, received here three days ago, the facts of the conflict appear to be in direct contradiction of the French version printed in another column, asserting that seventeen Cambodian militiamen and an interpreter had been massacred. In fact, there appears to be a question of a massacre as stated by Annamite fugitives, but of a regular engagement which resulted in eight Siamese being killed and six wounded, in the retaking of Keng Chek, a post which had been occupied by the French Annamite troops. The exact situation of Keng Chek, which is not quite clearly defined on the maps, is between Kam Moon, at the foot of the hill range forming the natural boundary between Annam and Siam, and Outea on the Mekong River. Further details will be awaited with interest. Meanwhile, reports have been in circulation at Saigon—that both of the French and the French squadron will have arrived at Bangkok by the 1st July. Since we believe there is now one French gunboat (the *Lutin*) at Koh Samit, and two cruisers and one gunboat off Cape St. James, (within two days

steam of Bangkok) this may be construed into a menace against the Siamese capital. In the absence of its official confirmation, however, and although it has not unreasonably created some excitement, we will not consider the relations between the two Powers so strained as to render a rupture unavoidable. We may at all events trust in the good intentions of both parties; and as will be shown in our next issue, there are unmistakable signs of a reaction in the French press, as well as in French public opinion, against the exaggerations uttered by those colonial agitators whom we have so frequently had occasion to denounce.—*Bangkok Times*.

## WHAT ROYALTY DRINKS.

PET TIPPLES OF THE HIGH AND MIGHTY.  
History has to some extent kept track of the homely preferences of its heretics and heroines, and among other things the favorite tipple of well known men and women have been noted. Here is a list, says the *Illustrated London News*, of some of the best known characters of different countries and the drinks they most affected.

Queen Victoria is very choice about her wines. The royal wine cellar is situated in an out-of-the-way corner of St. James' palace. A servant, whose duty it is to look after the wine, always goes about with her majesty and there is also one in attendance wherever any of the royal princes may be in residence. A large staff is engaged at the wine cellar of St. James' palace, for the Queen imports a great quantity of her own wine, and one department is solely devoted to bottling purposes. The wines are of the choicest—rare old port and Burgundy, of which the Queen is an excellent judge, and champagne, upon which a difference of opinion always has existed as to whether this is her favorite beverage or whether she drinks it out of regard to the preference of her guests. In the royal cellar there is still some of the famous claret of the late King, presented to the Queen by the ill-fated Louis Philippe in 1826. Tokay is also a favorite wine of hers, and cocoa has supplanted tea in her affections. The toasts, on the anniversaries of great battles, at the royal dinners at Windsor castle were always drunk in red wine when the Georges were the emblems of royalty, but the Queen has changed the old custom. Light dry sherry of fine age is always on the table. Red wines nowadays are seldom drunk at royal dinners, as such beverages are considered gross and indigestible. The good old port or heavy Burgundy only finds its way down the royal throats in small quantities, such as one glass with a dry biscuit. The old servants of the Queen's household prefer port wine to any other, and the butlers and their friends get more of that liquid across their chests than any of the nobilities.

The King and Queen of Denmark are particularly fond of Scotch whisky. Among Queen Victoria's presents to their majesties on the occasion of their golden wedding last year was a pretty cask of pure Scotch whisky, which, as the Queen is very fond of Scotch whisky, and the Balmoral brew is much esteemed by the merry monarchs of Europe.

King Humbert of Italy—a mixture of weak claret and water. Tea and coffee are forbidden by his doctors.

The German Emperor until lately was excessively fond of sweet champagne, but his uncles, the English princes, have incited him to more conservative tastes. He has, however, been very fond of Sauterne and Chablis, and likes a glass of Trappist wine with his after-dinner coffee, of which he drinks two or three strong cups.

The Czar of all the Russias—Champagne and Bordeaux and English ales. He, however, is not a great drinker, though the cellars of his palace in St. Petersburg are stored with enormous quantities of the choicest wines. He prefers coffee to strong liquor of any kind, and drinks more than is good for his nerves. Bismarck was never indifferent to creature comforts, and his drinking capacity is said to be considerable; indeed, his enemies have not scrupled to draw invidious comparisons between him and the great von Heidelberg. As might be expected from such a staunch patriot, German wines and German beers are largely honored with his patronage, and his admirers at all parts of the world have been known to call him "Bismarck" in their drink-offerings. At the Artists' Club in Munich recently he drank the "draught of welcome" from a pewter jug holding five litres (about a gallon and a half). "Old Blood and Iron" said with a wink: "This is the same jug from which I drank in 1876." Then he dropped into Latin, "Ultra posse nemo obligatur" but he took very good care to explain that he was quite capable of emptying that measure of capacity. "I can empty the jug at one draught," he said in bibulous phrase, "as Bismarck von Rottenburg did and thereby saved the city." This was not by any means Bismarck's first little indulgence that day. He had already been to a beer garden and had absorbed the contents of an old smith's jug while waiting for his own. History does not relate whether he made it up to the smith or not.

Marshall von Moltke used to make annual trips to the lovely neighborhood of the Rhine on account of the extreme purity and richness of the milk of that district, of which he used to partake largely; his whole life there was of the same innocuous and unpretending description as his favorite beverage. When he arrived, year after year, he used to seize his modest valise and, disdaining all help, walk away to the hotel by himself, to commence the usual "cure" in the quietest way.

The Emperor of Austria is a high liver and pays much attention to the diet of his palate, and as the empress is reputed to be the very best royal house-keeper in Europe, his wants are well supplied. He is said to have a special affection for Spanish wines. The Prince of Wales prefers Bass' ale but he is a first-class connoisseur in all wines of choice vintage, especially the dry brands of champagne. Among all the fast livers of the Marlborough house set, not one has a stronger head or can drink his fill so fast. He can take his food in the morning after a severe attack of rheumatism and leaves his less well-seasoned companions with buzzing heads and routed appetites. He is a rare judge of wine and pays high prices for good brands. He lately bought some 1893 Chateau Yquem at 75 francs a bottle.

The Marquis of Salisbury is very abstemious. At luncheon or dinner he seldom takes any liquor and when he does it is usually but a glass of light red wine. Mr. Gladstone likes claret and stout, and is very fond of tea. His fondness for tea is well known, and this he can only take when it is made by Mrs. Gladstone. As a vocal lubricant he uses a preparation made of sherry and the yolk of an egg.

Loe XIII is most frugal in the matter of eating and drinking, although he is by no means a bigoted abstainer. His food is taken principally in a liquid form. His breakfast consists of a cup of goat's milk with a dash of coffee in it. At his dinner he consumes a basin of broth and one plate of roast or broiled meat, followed by an orange—the latter at all seasons of the year. For supper he takes a second basin of broth and a boiled egg. Of wine his holiness drinks sparingly and always Bordeaux, supplied by some pious people of the Gironde district, who send him annually a barrel of 225 litres, which suffices for his needs. The Vatican cellar,

however, are richly stored, notably with famous Rheish vintages of 1812 and Spanish wines of 1762, together with cognac, the origin of which is lost in the mists of antiquity.

Henry Irving is fond of claret than of any other wine, a preference which was also shared by the late Mr. Parnell.

Lord Randolph Churchill—Brandy and water.

Mr. Balfour—Port.

Count Tolstol—Tea.

Mark Twain finds that wine clogs his pen, but that two glasses of champagne prove an excellent stimulus to his tongue.

As a stimulant coffee has never been very popular in England. Young, the poet, was very fond of it. Finding it injured his nerves, he abstained from it. His grandson asked the reason. The doctor answered: "It keeps me awake at night; I can't sleep for it." "Then I beg you, sir, not to leave it off, otherwise you will give us no more 'Night Thoughts'."

The French find in coffee a most efficacious remedy for the temporary torpor of the mind, which results from the process of digestion. It was Balfour's sole stimulant. His first as well as his last story was written under the inspiration of black coffee. When friends visited him he offered them wine, but never touched it himself.

## Today's Advertisements.

### NOTICE.

DURING my temporary absence from the Colony, Mr. WILLIAM FEVER MACLEAN, who holds my Power of Attorney, will conduct the business of *The Hongkong Telegraph*.

R. FRASER-SMITH,  
Editor and Proprietor.

Hongkong, 7th July, 1893.

## AN ENDOWMENT POLICY FOR £500.

1. AMONG THE MANY ADVANTAGES of this form of Assurance, the following may be mentioned:—

- (a) It secures an immediate Provision for wife and family or other relative in event of early death.
- (b) It provides a Fund for Retirement.
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- (d) The Surrender and loan values are larger than under ordinary Policies.

2. AFTER THE POLICY HAS BEEN THREE YEARS IN FORCE—should the Policy-holder wish to discontinue future payments, he will be entitled to receive on application, a FREE PAID-UP POLICY for a proportionate amount of the Sum Assured, as explained in the Prospectus.

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 7th July, 1893.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA."

FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 7th July, 1893.

"BEN" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about WEDNESDAY, the 14th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 7th July, 1893.

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENLOMOND,"

Captain Thomson, will call here if sufficient

inducement offered, and be despatched for above Port on or about 19th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 7th July, 1893.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND ADELAIDE.

THE Steamship

"GUTHRIE,"

Captain Helms, will be despatched at above

on SATURDAY, the 10th instant, at 3 P.M.

For Passage only, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 7th July, 1893.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to

ADLAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN,"

Captain Shannon, will be despatched for the

above Ports on TUESDAY, the 25th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 7th July, 1893.

### NOTICE.

FROM and after this date I will not be Responsible for any DEBTS contracted by my wife ZULMIRA GOMES DE ENCARNAÇÃO.

J. D'ENCARNACAO,  
Hongkong, 7th July, 1893.

## Intimations.

# CARMICHAEL & Co., Ltd.

EX S.S. "GLENSHIEL."

RAIN COATS & UMBRELLAS.

WATERPROOF BOOTS AND SHOES.

TENNIS SHOES.

SEA BOOTS in all Sizes.

CARMICHAEL & CO., LTD.  
15, Praya Central, Hongkong.

Hongkong, 1st June, 1893.

SOUTHALL'S MOSQUITO CONES

The only remedy which has been found effective in securing immunity from the attacks of Mosquitoes and other venomous insects.

By burning one of SOUTHALL'S MOSQUITO CONES in a Room before going to bed.

PERFECT REST & UNDISTURBED SLEEP ARE INSURED, as the fumes from the Cone drive away, stupify or kill all insect life, thus rendering

Mosquito Curtains Quite Unnecessary.

These Cones are composed entirely of Aromatic Plants carefully selected for their insecticidal properties, and although destructive to insects, they are quite harmless to men and animals. The odour when burning is very agreeable, and hence they may be used to fumigate sick rooms, as the most delicate invalid can support the fragrance.

Manufactured Only in the Laboratories of

Southall Bros. & Barclay, Birmingham, ENGLAND.

Sold in Boxes of 24 Cones by all Chemists and Storekeepers; and by

A. & WATSON & CO., Hong Kong, Shanghai, and Treaty Ports.

## Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Hodgins, will be despatched for the

above Ports on SUNDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 7th July, 1893.

Hotels.

THE WESTERN HOTEL,

QUEEN'S ROAD WEST.

OLD "BEN" PRESIDES.

A QUIET AND COMFORTABLE HOME

FOR MEN OF THE

MERCANTILE MARINE.

The very best LIQUORS and ACCOMMODATION.

They come as Strangers but leave as Friends.

BEN. FRANKLIN TAYLOR,  
Proprietor.

Hongkong, 28th March, 1893.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed

HOTEL, situated at a height of 1,250 feet

above sea-level, having been Leased by the

Proprietors of the "VICTORIA HOTEL," is

Now Open and will be run in conjunction with

their HOTEL in Queen's Road, thus enabling

them to offer special inducements to Visitors and Residents.

SUMMER RATES.



## The Share Market.

**LATEST QUOTATIONS.**  
 Hongkong and Shanghai Bank—104 per cent.  
 The National Bank of China, Ltd.—on 28.10  
 paid up—65 per cent. sellers.  
 The National Bank of China, Ltd.—Founders  
 shares, \$130 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—  
 60 cents, 4 1/2 per cent. sellers.  
 The Bank of China, Japan & the Straits, Ltd.—  
 Founders' shares, \$30, sellers.  
 Chinese Imperial Loan of 1884—2 1/2 per cent.  
 premium, sellers.  
 Chinese Imperial Loan of 1884—3 per cent.  
 premium, buyers.  
 Chinese Imperial Loan of 1886—14 per cent.  
 premium.  
 Union Insurance Society of Canton—\$33 per  
 share, sales and sellers.  
 China Traders' Insurance Company—\$52 per  
 share, sales and sellers.  
 North China Insurance—115 per share,  
 buyers.  
 Canton Insurance Company, Limited—\$113 per  
 share, sales and sellers.  
 Yangtze Insurance Association—\$100, sellers.  
 On Tai Insurance Company, Limited—115 per  
 share.  
 Hongkong Fire Insurance Company—\$230 per  
 share, sales and sellers.  
 China Fire Insurance Company—\$33 per share,  
 sales and buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—  
 \$27 per share, sales and buyers.  
 China and Manila Steam Ship Company—\$18  
 per share, sales and buyers.  
 Indo-China Steam Navigation Company, Limited—  
 41 per cent. discount, sellers.  
 Douglas Steamship Company—\$36 per share,  
 sellers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—70  
 per cent. premium, sales and buyers.  
 Geo. Fenwick & Co., Limited—\$15 per share,  
 sales and buyers.  
 Hongkong Hotel Company—\$18 per share,  
 sellers.  
 Hongkong Hotel Co.'s 5 1/2 per cent. Debentures  
 —\$501.  
 The Austin Arms Hotel and Building Company,  
 Limited—\$4 per share, sellers.  
 The Shamshing Hotel Co., Limited—\$41 per  
 share, buyers.  
 Panjion Mining Co.—\$51 per share, sales and  
 sales and buyers.  
 The Raub Gold Mining Co., Limited—\$51 per  
 share, sales and buyers.  
 The Balmoral Gold Mining Co., Limited—  
 50 cents, per share, sellers.  
 Société Française des Charbonnages du Tonkin  
 —\$85 per share, sellers.  
 The Teikoku Mining Co., Ltd.—\$10 per share,  
 sales and buyers.  
 The Selima Tin Mining Co., Limited—4 cents  
 per share, sellers.  
 London and Pacific Petroleum Co., Ltd.—nfr.  
 nominal.  
 China Sugar Refining Company, Limited—\$153  
 per share, cum new issue, sales and buyers.  
 Luan Sugar Refining Company, Limited—\$35,  
 nominal.  
 A. S. Watson & Co., Limited—\$11 per share,  
 sales and sellers.  
 Dakin, Cruickshank & Co., Limited—\$2 per  
 share, sellers.  
 Hongkong Dairy Farm Co., Limited—\$41 per  
 share, buyers.  
 The Kowloon Land Investment Co., Limited—  
 \$71 per share, sellers.  
 The Hongkong Land Investment Co., Limited—  
 \$53 per share, sales and sellers.  
 The West Point Building Co., Limited—\$33  
 per share, sellers.  
 H. G. Brown & Co., Limited—\$8 per share,  
 sellers.  
 Hongkong and Kowloon Wharf and Godown  
 Company—\$40 per share, nominal.  
 Hongkong Rope Manufacturing Company,  
 Limited—\$91 per share, sellers.  
 Hongkong Gas Company—\$105 per share,  
 buyers.  
 Hongkong Ice Company—\$60 per share, sellers.  
 Hongkong and China Bakery Company, Limited—  
 \$65 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited—  
 \$31 per share, buyers.  
 The Green Island Cement Co.—50 cents, buyers.  
 The Hongkong Electric Light Co., Limited—  
 \$3 per share, sales and buyers.  
 The Hongkong Steam Laundry Co., Limited—  
 \$35 per share, nominal.  
 The Hongkong High-Level Tramway Co.,  
 Limited—\$67 per share, sales.

## EXCHANGE.

On LONDON—Bank, T. T. 100/101  
 Bank Bills, on demand 100/101  
 Bank Bills, at 4 months' sight 100/101  
 Credits at 4 months' sight 100/101  
 Documentary Bills, at 4 months' sight 100/101  
 On PARIS—Bank Bills, on demand 100/101  
 Credits, at 4 months' sight 100/101  
 On INDIA—T. T. 100/101  
 On DEMAND—100/101  
 On SHANGHAI—Bank, T. T. 100/101  
 Private, 30 days' sight 100/101

## VISITORS AT THE HONGKONG HOTEL.

Mr. H. Allan.  
 Mr. H. Baker.  
 Mr. A. S. Barnett.  
 Mr. M. Barnett.  
 Mr. G. B. Barnett.  
 Mr. F. J. Bishop.  
 Mr. C. P. Black.  
 Captain Brucke, R.N.  
 Miss Burne.  
 Mr. G. Callo.  
 Mr. H. S. Cooke.  
 Mr. J. Croland.  
 Mr. J. H. Dakin.  
 Mr. E. H. Derrick.  
 Mr. G. H. Hally.  
 Mr. M. H. Joynt.  
 Mr. B. MacArthur.  
 Mr. T. Mitchell.  
 Mr. L. P. P.  
 Mr. R. Rouget.  
 Mr. F. E. Sheen.  
 Mr. A. R. Street.  
 Mr. W. C. P. Tay.  
 Mr. R. P. Thompson.  
 Miss R. Willis.  
 Mr. J. A. C. Willis.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.  
 Mr. H. W. Bird.  
 Mr. C. E. Birt.  
 Captain Brotherton.  
 Mr. A. Cumming.  
 Mr. P. Deacon.  
 Mr. and Mrs. R. Dixon.  
 Mr. and family.  
 Mr. F. East.  
 Mr. W. E. van Eps.  
 Mr. S. Forsyth.  
 Mr. Greene.  
 Mr. E. J. Grist.  
 Mr. E. J. Huges.  
 Mr. Thos. Howard.  
 Mr. V. Kofod.  
 Mr. W. H. R. Loxley.  
 Mr. MacLean.  
 Mr. and Mrs. E. J. Mala.  
 Mr. and family.  
 Mr. E. A. Meador.  
 Mr. Medhurst.  
 Mr. Monney.  
 Mr. F. Ramsay.  
 Mr. H. W. Robertson.  
 Mr. C. F. A. Sangster.  
 Mr. A. S. Sheel.  
 Mr. Sparrow.  
 Mr. E. T. Tynan.  
 Mr. Young.

## MAILS EXPECTED.

**THE FRENCH MAIL.**  
 The Messageries Maritimes' Co's steamer *Salente*, with the outward French mail, left Singapore on the 4th instant at 6 p.m., and may be expected here on the 11th.  
**THE AMERICAN MAIL.**  
 The O. & O. S. S. Co's steamer *Goat*, with mails, &c., from San Francisco, left Yokohama on the 4th instant, and may be expected here on the 9th.  
 The P. M. S. S. Co's steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama, on the 24th ultimo.  
 The P. M. S. S. Co's steamer *China*, with mails, &c., left San Francisco for this port via Honolulu and Yokohama, on the 3rd instant.  
**NORTHERN PACIFIC MAIL.**  
 The Northern Pacific Steamship Co's steamer *Mogul*, from Victoria, B.C., for Yokohama and Hongkong on the 3rd instant.  
**THE CANADIAN MAIL.**  
 The Canadian Pacific Railway Co's steamer *Empress of Japan* left Vancouver for Japan, Shanghai and Hongkong on the 26th ultimo.  
**THE INDIAN MAIL.**  
 The 'Apar' line steamer *Lightning*, from Calcutta, left Singapore on the 7th instant, and is expected here on the 13th.  
**STEAMERS EXPECTED.**  
 The Austrian Lloyd's S. N. Co's steamer *Giulia* from Bombay, left Singapore on the 6th instant, and may be expected here on the 12th.  
 The Ocean Steamship Co's steamer *Adelaide* left Singapore on the 6th instant, and is expected here on the 12th.  
 The D. D. R. steamer *Prick*, from Hamburg, left Singapore on the 7th instant, and is due here on the 13th.  
 The P. & O. S. N. Co's steamer *Manila* left Bombay on the 28th ultimo, and may be expected here on the 16th instant.

## SHIPPING.

**ARRIVALS.**  
 FRANKS, Norwegian str., 9th O. Thorbjornsen, 5th July, Moll 20th June, Coals.—Doddwell, Carill & Co.  
 BRAUNSHWIG, German steamer, 1971, D. Koehlenbeck, 6th July, Bremen 24th May, and Singapore 1st July, Mails and General.—Melchers & Co.  
 THALES, British steamer, 820, A. Hodgins, 6th July, Taiwan 1st July, Amoy 3rd, and Swatow 5th, General.—D. Laprak & Co.  
 ASK, Danish steamer, 591, Reviback, 6th July, Halphong 3rd July, and Holbow 5th, General.—A. R. Marty.  
 MEYROO, Chinese steamer, 1339, W. H. Lund, 6th July, Newchwang, and Chiao 30th June, Beans and General.—C. M. S. N. Co.  
 CAPE COLONNA, British steamer, 1767, H. J. Alston, 7th July, Hongay 4th July, Coals.—Jardine, Matheson & Co.  
 LY-MOON, German steamer, 1288, G. Heuermann, 7th July, Canton 7th July, General.—Sims & Co.  
 LOKSANG, British steamer, 978, N. Moncrie, 7th July, Canton 7th July, General.—Jardine, Matheson & Co.  
**CHARTERS TOWERS, British steamer, 1905, A. Murray, 7th July, Kutchinotza and July, Coals.—Mitsui Bussan Kaisha.**  
 TAICHOW, British steamer, 862, R. Unsworth, 7th July, Bangkok, and Koh-shi-chang 1st July, Rice.—Yuen Fat Hong.  
 GLAMORGANSHIRE, British steamer, 1849, Jackson, 7th July, Foochow, and Amoy 6th July, General.—Doddwell, Carill & Co.  
 FUSHUN, Chinese steamer, 1504, Lancaster, 7th July, Shanghai 4th July, General.—C. M. S. N. Co.  
 TACOMA, British steamer, 1661, J. R. Hill, 7th July, Tacoma 10th June, General.—Doddwell, Carill & Co.  
 SUNOKIANG, British steamer, 994, C. B. N. Dodd, 7th July, Manila 4th July, General.—Butterfield & Swire.

**CLEARANCES AT THE HARBOUR OFFICE.**  
 TAIKONG, German steamer, for Swatow, &c.  
 Kwanhai, Chinese steamer, for Shanghai.  
 TAKIANG, British steamer, for Swatow, &c.  
 PROLOS, German steamer, for Singapore, &c.  
 Golden Flute, American schooner for Yap.

**DEPARTURES.**  
 July 6, *Tellus*, Norwegian str., for Kutchinotza.  
 July 6, *Fidello*, German str., for Holbow.  
 July 6, *Rio*, German steamer, for Balen.  
 July 6, *Cosmopolis*, German str., for Holbow.  
 July 6, *Rosita*, British str., for Singapore, &c.  
 July 6, *City of Rio de Janeiro*, American str., for Nagasaki, &c.  
 July 6, *Zofra*, British steamer, for Amoy, &c.  
 July 7, *Chowfa*, British steamer, for Swatow, &c.  
 July 7, *Chang-chow*, British steamer, for Amoy.  
 July 7, *Chusan*, German steamer, for Halphong.  
 July 7, *Mongkut*, British steamer, for Bangkok.  
 July 7, *Braunschweig*, German steamer, for Shanghai.  
 July 7, *Nürnberg*, German str., for Yokohama.  
 July 7, *Oriana*, British str., for Swatow, &c.  
 July 7, *Haitian*, British str., for Swatow, &c.  
 July 7, *Talchong*, German str., for Swatow, &c.  
 July 7, *Prolos*, German str., for Singapore, &c.  
 July 7, *Kwanhai*, Chinese str., for Shanghai.  
 July 7, *Takiang*, British str., for Swatow, &c.

**ARRIVALS—ARRIVED.**  
 Per *Braunschweig*, from Bremen, &c.—Messrs. W. and J. Brotherton, J. Hemphill, W. and J. Brotherton, &c.—4 Chinese.  
 Per *Thales*, from Taiwan, &c.—Captain Moller, Mr. Thornton, 1 European and 104 Chinese.  
 Per *Meifoo*, from Newchwang, &c.—3 Chinese.  
 Per *Talchong*, from Bangkok, &c.—2 Chinese.  
 Per *Glammorganshire*, from Foochow, &c.—Mr. Dakin.  
 Per *Fushun*, from Shanghai—120 Chinese.  
 Per *Tacoma*, from Tacoma—Dr. Orr, and 30 Chinese.  
 Per *Sunghang*, from Manila—Messrs. E. F. Cluckett, E. F. Hirsch, and 50 Chinese.  
**DEPARTED.**  
 Per *City of Rio de Janeiro*, for Nagasaki—Mr. Carlo, for Yokohama—Mr. B. P. Fraser, Smith and servant, Mrs. Stanberry, and Mrs. Gourlay, for Honolulu—Mrs. Brown, Messrs. L. N. Brown, and J. E. Brown, for San Francisco, Messrs. A. Kollek, Mollenbeck, E. S. Hall, Moss, and Koppert, for London—Mr. O. H. Hahn, for Chicago—Captain Lloyd.  
 Per *Rosita*, from Hongkong for Singapore—Mr. J. de Lavandeyra, for Penang—Miss O'Waka, for London—Mr. Davidson, for Marseilles—Mrs. Brune and C. Labadie, for Shanghai for Port Said—Messrs. G. W. and W. Burton, from Kobe for Colombo—Mr. Bistell, for Bombay—Claude W. H. Bell and Macdonald.  
 Per *Braunschweig*, from Hongkong for Shanghai—Mr. E. Russell, from Singapore—Mr. and Mrs. Bentley, child and ayah, for Germany—Messrs. John Schmidt and Wilhelm Schmidt, from Bombay—Claude W. H. Bell and Macdonald.  
 Per *Nürnberg*, from Hongkong for Yokohama—Mr. Ang, Kitchell, 6 Chinese, and 5 Indian, from Singapore—On the 6th, from Manila—Messrs. Mayanara, Jose, Jo, Man, and Manikawa Suen.  
 Per *Haitian*, for Amoy—Mr. J. Hemphill.

## REPORTS.

The British steamship *Sunghang* reports that she left Manila on the 4th instant. Had fine weather throughout.  
 The British steamship *Tacoma* reports that she left Tacoma on the 20th ultimo. Had fine weather throughout the voyage.  
 The Danish steamship *Ask* reports that she left Halphong on the 3rd instant, and Holbow on the 5th. Had moderate south-west-east breezes and smooth sea.  
 The British steamship *Talchong* reports that she left Bangkok and Koh-shi-chang on the 1st instant. Had moderate to light south-east winds and smooth sea throughout.  
 The Chinese steamship *Fushun* reports that she left Shanghai on the 4th instant. Had moderate south-west breeze with fine clear weather throughout, and smooth sea.  
 The Chinese steamship *Meifoo* reports that she left Newchwang, and Chiao on the 30th ultimo. Had thick fog and light winds from Amoy and from Amoy to Swatow had moderate south-west winds and fine weather. From Swatow had light southerly winds and cloudy weather to port.  
 The British steamship *Cape Colonna* reports that she left Hongay on the 4th instant. From Hongay to Hainan Straits had strong southerly gale and heavy sea with hard squalls. From Hainan Straits to Hongkong had moderate southerly winds and hazy weather.  
 The British steamship *Giulia* reports that she left Taiwan on the 1st instant, Amoy on the 3rd, and Swatow on the 5th. From Taiwan to Amoy and from Amoy to Swatow had moderate south-west winds and fine weather. From Swatow had light southerly winds and cloudy weather to port.

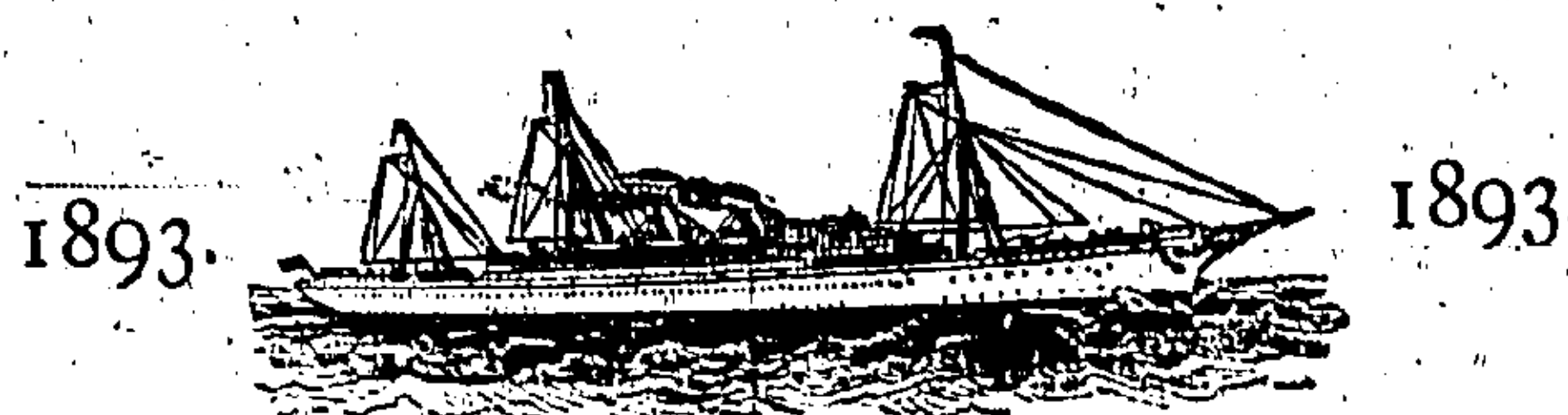
## Post Office.

**A MAIL WILL CLOSE.**  
 For Straits, Bombay, &c.—Per *Formida* to-morrow, the 8th instant, at 11.30 A.M.  
 For Swatow and Tientsin.—Per *Lohang* to-morrow, the 8th instant, at 2.30 P.M.  
 For Macao, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Chingto* to-morrow, the 8th instant, at 3.30 P.M.  
 For Manila.—Per *N. S. del Carmen* to-morrow, the 8th instant, at 3.30 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 ANCONA, British steamer, 1888, W. D. Madie, 3rd July, Yokohama 24th June, Mails and General.—P. & O. S. N. Co.  
 BENALDER, British steamer, 1971, D. Koehlenbeck, 6th July, Bremen 24th May, and Singapore 1st July, Mails and General.—Melchers & Co.  
 BORNIAD, Italian steamer, 1499, E. Ansaldo, 28th June, Bombay 7th June, and Singapore 22nd, General.—Carrivick & Co.  
 CHILYDRA, British steamer, 1574, R. Cass, 3rd July, Calcutta 27th June, Penang 24th, and Singapore 28th, General.—Jardine, Matheson & Co.  
 CHINA, German steamer, 1093, P. Voss, 4th July, Bangkok 26th June, and Koh-shi-chang 28th, Rice and General.—Melchers & Co.  
 CHERUTO, British steamer, 1045, J. Innis, 1st July, Moll 20th June, and Kobe 24th, General.—Butterfield & Swire.  
 CICKRO, British steamer, 1030, A. George, 4th July, Saigon 30th June, Rice.—Arnhold, Karberg & Co.  
 CITY OF NEW YORK, American steamer, 3500, F. H. Johnson, 4th July, San Francisco 8th June, and Yokohama 24th, Mails and General.—P. M. S. S. Co.  
 DARTMOUTH, British steamer, 1406, Purdy, 5th July, Moll 30th June, General.—Butterfield & Swire.  
 DEWANGONG, British steamer, 1057, George Anderson, 4th July, Bangkok 27th June, and Koh-shi-chang 28th, Rice and General.—Yuen Fat Hong.  
 DONAR, German steamer, 1201, B. Grudmann, 5th July, Saigon 1st July, Rice and Paddy.—Lau, Wegmann, & Co.  
 FAMA, British steamer, 117, Captain Melchior, Hongkong Government tender.  
 FRECHUR, Chinese telegraph steamer, 300, Leu Ven Ho, 2nd July, Keelung 29th June, Ballast.—Master.  
 FRER, Danish steamer, 997, C. L. Strand, 1st July, Pakhoi 28th June, and Holbow 30th, General.—Arnhold, Karberg & Co.  
 HONGAY, British steamer, 1403, James Young, 19th June, Hongay 6th June, Coals.—Jardine, Matheson & Co.  
 LENOVA, British steamer, 1327, W. Ward, 5th July, Bangkok, and Koh-shi-chang 28th July, Rice.—Doddwell, Carill & Co.  
 N. S. DEL CARMEN, Spanish steamer, 220, G. Reuter, 1st July, Manila 28th June, Sugar.—Sue Cheong Eng.  
 PILOT FISH, British steamer, 161, A. Stoppard, Hongkong and Whampoa Dock Co.  
 PROPORTA, British steamer, 1479, H. Farrand, 14th March, Saigon 9th March, Rice and Paddy.—Arnhold, Karberg & Co.  
 TAIKONG, British steamer, 1100, O. Anderson, 7th July, Swatow 2nd July, Ballast.—Butterfield & Swire.  
 TORKROW, British steamer, 1100, John Byron, 5th July, Moll 28th June, General.—John Andrew.  
**SAILING VESSELS.**  
 ARVIA, British bark, 118, H. W. Dimp, 5th July, Singapore 17th June, Timber.—Master.  
 CHINFA, Danish bark, 118, E. Pedersen, 5th July, New York 29th December, Kerosene Oil.—Order.  
 GEORGETTA, American barque, 436, Easton, 1st July, Singapore 17th June, Timber.—Master.  
 GOLDEN FLEET, American schooner, 115, R. Quinton, 11th June, Follow Island 7th May, Copra and Beche-de-mer.—Order.  
 HANTRAY, British ship, 1519, W. R. Potter, 14th May, New York 24th Dec, Oil.—Melchers & Co.  
 HENRY YARLING, American ship, 1279, G. Merriam, 14th June, San Francisco 30th April, Oil.—Master.  
 ICEBERG, American ship, 1135, Trust, 1st June, New York 4th January, Kerosene Oil.—Jardine, Matheson & Co.  
 JAPAN, Peruvian bark, 590, Juan E. Taborda, 28th May, Callao 15th March, General.—Order.  
 JOHANN ADOLPH, German bark, 310, E. Wiese, 26th June, Albany (W.A.), 25th May, Sealwood.—Stevens & Co.  
 MICOVA, British bark, 596, T. Norris, 15th July, San Francisco (California), 13rd June, General.—Wilder & Co.  
 ORANGE GROVE, British bark, 185, Jas. Dunlop, 23rd June, Natal (S.A.), 13th March, Ballast.—Gliman & Co.  
 PARAMITA, American ship, 1491, Sonja, 21st April, San Francisco 17th Feb, Flour.—Chinese.  
 PRINCIPALITY, British 4-masted ship, 150, Z. Jones, 26th May, New York 24th January, Kerosene Oil.—Jardine, Matheson & Co.  
 SCHALLA, British 4-masted ship, 1412, D. Morgan, 19th May, Singapore 21st March, Ballast.—Order.  
 WILHELM, British bark, 574, W. Royall, 4th July, Callao (Peru Coast of Peru), 19th June, Timber.—Gibb, Living & Co.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN .....6,000 Tons.....WEDNESDAY, 26th July.  
 EMPRESS OF CHINA .....6,000 " .....WEDNESDAY, 16th August.  
 EMPRESS OF INDIA .....6,000 " .....WEDNESDAY, 6th September.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.  
 The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.  
 Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.  
 SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.  
 The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.  
 The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.  
 EXCURSIONS TO JAPAN.—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, \$75.  
 For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.

Hongkong, 5th July, 1893.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Gaick* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Thursday, 20th July.  
*Belgit* (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Thursday, 17th Aug.  
*Oceanic* (via Nagasaki, Kobe, Inland Sea & Honolulu) ..... Tuesday, 5th Sept.

THE Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 20th July, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th June, 1893.

## NOTICE.

JEY AN TARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and have prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special Rates for Shipping and large Orders.  
 "St. ROBERT RAWLINSON, C.B., Chief Sanitary Engineer, Local Government Board, London, says  
 "It is the best Disinfectant in use."  
 W. G. HUMPHREYS & Co., Bank Buildings,  
 Hongkong, 19th June, 1893.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*City of New York* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Wednesday, 12th July.  
*City of Peking* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Thursday, 27th July.  
*China* (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Tuesday, 8th August.

THE U. S. Mail Steamship

"CITY OF NEW YORK"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY the 12th July, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of 10 per cent in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day previous to sailing. Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 7th July, 1893.

## ST. N. T. N. G.

SURGEON DENTIST.

No. 10, D'ARQUILL STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1893.

## DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI FONG.

Formerly studied Apprenticeship, and latterly

assistant to Dr. ROBERTS.

HAS REMOVED.

TO THE BANK BUILDINGS, QUEEN'S ROAD.

(Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1893.

## Mails.

NORTHERN PACIFIC STEAMSHIP AND